AMENDMENTS TO THE CLAIMS

Please replace the claims, including all prior versions, with the listing of claims below.

Listing of Claims:

1.   (Original)   A method for electrodynamically braking a rail vehicle which is equipped with a drive (6), wherein the acceleration (a_{act}) of the rail vehicle is regulated as a function of its velocity (v), characterized in that the acceleration (a_{act}) is regulated to a set point acceleration (a_{step}) which is proportional to the velocity (v).

2.   (Original)   The method as claimed in claim 1, characterized in that the set point acceleration (a_{step}) for individual sections is proportional to the velocity (v).

3.   (Currently Amended) The method as claimed in ~~one of claims 1 or 2~~ claim 1, characterized in that in order to control the acceleration (a_{act}) indirectly, the torque (M_R) of the drive (6) is regulated.

4.   (Original)   The method as claimed in claim 3, characterized in that a PI controller is used to control the torque (M_R).

5.   (Currently Amended) The method as claimed in ~~one of claims 3 or 4~~ claim 3, characterized in that when the torque (M_R) is controlled it is kept within predefined limits.

6.   (Currently Amended) The method as claimed in ~~one of claims 3 to 5~~ claim 3, characterized in that an additional torque (M_V) which is proportional to the set point acceleration (a_{step}) is added to the torque (M_R), and in that the proportionality constant is dependent on vehicle values.

7.   (Original)   The method as claimed in claim 6, characterized in that the vehicle values are the vehicle mass, the transmission ratio and/or the

diameter of the wheels.

8.   (Currently Amended) The method as claimed in ~~one of claims 1 to 7~~ <u>claim 1</u>, characterized in that the velocity (v) of the rail vehicle is determined from rotational speeds (n) of the drive (6) and/or of an axle.

9.   (Currently Amended) The method as claimed in ~~one of claims 1 to 8~~ <u>claim 1</u>, characterized in that the acceleration (a_{act}) is determined as a first derivative of the velocity (v).